(1) Is not a ''significant regulatory action'' under Executive Order 12866, and

(2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by:

■ a. Removing Airworthiness Directive (AD) 2021–02–19, Amendment 39–21402 (86 FR 10171, February 19, 2021); and

■ b. Adding the following new AD:

2021–08–19 The Boeing Company: Amendment 39–21513 ; Docket No. FAA–2021–0307; Project Identifier AD–2021–00407–T.

(a) Effective Date

This airworthiness directive (AD) is effective May 5, 2021.

(b) Affected ADs

This AD replaces AD 2021–02–19, Amendment 39–21402 (86 FR 10171, February 19, 2021) (AD 2021–02–19).

(c) Applicability

This AD applies to all The Boeing Company Model 787–8, –9, and –10 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Unsafe Condition

This AD was prompted by reports of multiple incidents of torn decompression panels being found in the bilge area and the determination that additional airplanes are subject to the unsafe condition. The FAA is issuing this AD to address the possibility of leakage in the bilge area, which could, in the event of a cargo fire, result in insufficient Halon concentrations to adequately control the fire. This condition, if not addressed, could result in the loss of continued safe flight and landing of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Repetitive Inspections and Corrective Action

At the applicable times specified in paragraph (g)(1) or (2) of this AD: Do a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers located in the forward and aft cargo compartments. If any disengaged but undamaged panel is found: Before further flight, reinstall the panel. If any damaged panel is found: Before further flight, replace the panel with a new or serviceable panel. Reinstallations and replacements must be done in accordance with the operator's maintenance or inspection program, as applicable.

(1) If a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers was done before the effective date of this AD: Do the next inspection within 4 calendar months after the most recent inspection. Repeat the inspection thereafter at intervals not to exceed 4 calendar months.

(2) If a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers was not done before the effective date of this AD: Do the initial inspection within 30 days after the effective date of this AD. Repeat the inspection thereafter at intervals not to exceed 4 calendar months.

(h) MEL Provisions

If any decompression panel inspected as required by this AD is disengaged or damaged, the airplane may be operated as specified in the operator's existing FAA-approved minimum equipment list (MEL), provided provisions that address the disengaged or damaged decompression panels are included in the MEL.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. Information may be emailed to: *9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

For more information about this AD, contact Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3569; email: *Brandon.Lucero@faa.gov.*

(k) Material Incorporated by Reference

None.

Issued on April 9, 2021.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–08225 Filed 4–16–21; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2020–0819; Project Identifier 2019–CE–027–AD; Amendment 39–21500; AD 2021–08–06]

RIN 2120–AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 97–06–10 for certain Raytheon Aircraft Company (type certificate now held by Textron Aviation Inc. (Textron)) Model 76 airplanes. AD 97–06–10 required repetitively inspecting the main landing gear (MLG) ''A'' frame assemblies for cracks and replacing any cracked assembly. Since the FAA issued AD 97–06–10, the replacement parts have also experienced failure due to cracking. This AD requires magnetic particle inspections of the MLG ''A'' frame assemblies for cracks and replacement of the affected parts if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 25, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 25, 2021.

ADDRESSES: For the Beechcraft service information identified in this final rule, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277; phone: (316) 517–5800; email: *customercare@txtav.com;* website: *https://txtav.com.* You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information

on the availability of this material at the FAA, call (816) 329–4148. It is also available at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2020–0819.

Examining the AD Docket

You may examine the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2020–0819; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Brian Adamson, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, KS 67209; phone: (316) 946–4193; fax: (316) 946–4107; email: *brian.adamson@faa.gov* or *Wichita-COS@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 97–06–10, Amendment 39–9967 (62 FR 12949, March 19, 1997) (AD 97–06–10). AD 97–06–10 applied to Raytheon Aircraft Company (type certificate now held by Textron) Model 76 airplanes, serial numbers ME–1 through ME–437 that do not have both a part number (P/N) 105–810023–75 (left) and P/N 105–810023–76 (right) MLG ''A'' frame assembly installed. The NPRM published in the **Federal Register** on December 14, 2020 (85 FR 80693).

AD 97–06–10 required repetitive visual and dye penetrant inspections of the MLG ''A'' frame assemblies for cracks and replacement of any assembly found cracked. AD 97–06–10 did not apply to Model 76 airplanes with an improved design MLG ''A'' frame assembly (P/N 105–810023–75 and P/N 105–810023–76) installed on both the left and right MLG. The FAA issued AD 97–06–10 to prevent MLG failure because of a cracked ''A'' frame assembly, which could result in loss of control of the airplane during landing.

The NPRM was prompted by reports of P/N 105–810023–75 and P/N 105–810023–76 ''A'' frame assemblies failing due to fatigue cracking, resulting in damage to the propeller and outboard wing area. The FAA determined that the visual and dye penetrant inspections were not adequately detecting cracks in the MLG ''A'' frame assemblies, because some of the failed parts had been subjected to visual and dye penetrant inspections within 100 hours before the failure.

In the NPRM, the FAA proposed to require repetitive magnetic particle inspections, which provide quicker results (after testing setup) with improved accuracy. Also, the NPRM reflected that the type certificate for the Model 76 airplane had been transferred from Raytheon to Textron, and that Textron designed new replacement parts, P/Ns 105–810023–0083 (left) and 105–810023–0084 (right), that were not subject to the proposed repetitive magnetic particle inspections. However, the newly designed MLG assemblies are still subject to the repetitive inspections specified in the maintenance manual.

Discussion of Final Airworthiness Directive

Comments

The FAA received two comments from an anonymous commenter. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request Regarding New Part Numbers

One commenter stated that a Model 76 with the new A-frames had a main gear collapse on landing in August 2020. The commenter questioned whether the new A-frames are also subject to failure.

The FAA disagrees with this comment. The commenter did not provide any data to show that the Textron Model 76 accident airplane, whose landing gear failed during landing or taxi conditions, had the new A-frames installed. Neither the FAA nor Textron have any data indicating that P/Ns 105–8100023–0083 and 105–810023–0084 A-frames were installed on the accident airplane. In addition, Textron has not received any reports of failed P/Ns 105–8100023–0083 and 105–810023–0084 A-frames.

Request Regarding Estimated Cost

The commenter requested the FAA find an alternative solution that is more affordable for operators. The commenter stated that each magnetic particle inspection would be costly because the inspection involves frame removal. The commenter also included documentation showing that the cost of an A-frame from Textron is over $8,000 and, with labor costs of $2,200 for installation, owners will spend over $18,500 to replace the A-frames.

The FAA partially agrees with this comment. The FAA has updated the estimated costs to reflect the costs provided by the commenter to replace the parts. The FAA disagrees with the commenter's estimate of labor costs to replace an A-frame, because the labor to install a replacement part is included with the labor costs for the inspection. The FAA has added language to the on-condition costs to clarify how the FAA estimated the cost to replace each part. The FAA also acknowledges that the general obligation of the operator to maintain its aircraft in an airworthy condition is vital, but sometimes expensive.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. This AD is adopted as proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Beechcraft Mandatory Service Bulletin SB 32–4156, dated May 3, 2019. This service information specifies procedures for a repetitive magnetic particle inspection for fatigue cracks adjacent to the gussets for the torque arm of each MLG ''A'' frame and destroying the assembly if cracks are found. The service information also specifies procedures for installing a replacement assembly or re-installing an assembly when no cracks are found. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES**.

Costs of Compliance

The FAA estimates that this AD affects 437 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection of MLG ''A'' frame assembly	26 work-hours × $85 per hour = $2,210 ...	Not applicable	$2,210	$965,770

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the inspection. The agency has no way of determining the number of aircraft that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of 105–810023–0083 assembly	Not applicable *	$8,343	$8,343
Replacement of 105–810023–0084 assembly	Not applicable *	8,100	8,100

* No additional labor cost since re-installation labor is included with the inspection cost.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA has determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by:

■ a. Removing Airworthiness Directive 97–06–10, Amendment 39–9967 (62 FR 12949, March 19, 1997); and

■ b. Adding the following new airworthiness directive:

2021–08–06 Textron Aviation Inc.: Amendment 39–21500; Docket No. FAA–2020–0819; Project Identifier 2019–CE–027–AD.

(a) Effective Date

This airworthiness directive (AD) is effective May 25, 2021.

(b) Affected ADs

This AD replaces AD 97–06–10, Amendment 39–9967 (62 FR 12949, March 19, 1997) (AD 97–06–10).

(c) Applicability

This AD applies to Textron Aviation Inc. (type certificate previously held by Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation) Model 76 airplanes, serial numbers ME–1 through ME–437, certificated in any category, except airplanes with main landing gear (MLG) ''A'' frame assemblies part number (P/N) 105–810023–0083 (left) and P/N 105–810023–0084 (right) installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 3200; Landing Gear.

(e) Unsafe Condition

This AD was prompted by cracks found in MLG ''A'' frame assemblies. The FAA is issuing this AD to detect and correct cracks in the MLG assemblies, which, if not addressed, could result in failure of the MLG assemblies and lead to loss of control of the airplane during landing.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Actions

Within 100 hours time-in-service (TIS) after the last dye penetrant inspection required by AD 97–06–10 or within 12 months after the effective date of this AD, whichever comes first, and thereafter at intervals to not exceed 100 hours TIS or 12 months, whichever occurs first, do a magnetic particle inspection for cracks on the left MLG ''A'' frame assembly P/N 105–810023–3, 105–810023–67, or 105–810023–75 and the right MLG ''A'' frame assembly P/N 105–810023–4, 105–810023–68, or 105–810023–76 and, before further flight, take all necessary corrective actions. Do all actions by following the Accomplishment Instructions, paragraphs 4 through 13, of Beechcraft Mandatory Service Bulletin SB 32–4156, dated May 3, 2019.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager

of the local flight standards district office/certificate holding district office.

(i) Related Information

For more information about this AD, contact Brian Adamson, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, KS 67209; phone: (316) 946–4193; fax: (316) 946–4107; email: *brian.adamson@faa.gov* or *Wichita-COS@faa.gov.*

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Beechcraft Mandatory Service Bulletin SB 32–4156, dated May 3, 2019.

(ii) [Reserved]

(3) For the Beechcraft service information identified in this AD, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277; phone: (316) 517–5800; email: *customercare@txtav.com;* website: *https://txtav.com.*

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: *fedreg.legal@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on March 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–08100 Filed 4–19–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2019–1071; Project Identifier AD–2019–NM–165–AD; Amendment 39–21494; AD 2021–07–17]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–900ER series airplanes. This AD was prompted by reports of significant corrosion of electrical connectors located in the main landing gear (MLG) wheel well. This AD requires repetitive records checks to determine exposure to certain deicing fluids or repetitive inspections for corrosion of the electrical connectors, and corrective actions if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 25, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 25, 2021.

ADDRESSES: For service information identified in this final rule, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; internet *https://www.myboeingfleet.com.* You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2019–1071.

Examining the AD Docket

You may examine the AD docket on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2019–1071; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Julio C. Alvarez, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3657; email: *julio.c.alvarez@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 737–900ER series airplanes. The NPRM published in the **Federal Register** on January 10, 2020 (85 FR 1290). The NPRM was prompted by reports of significant corrosion of electrical connectors located in the MLG wheel well. The NPRM proposed to require repetitive records checks to determine exposure to certain deicing fluids or repetitive inspections for corrosion of the electrical connectors, and corrective actions if necessary.

The FAA is issuing this AD to address corrosion and subsequent moisture ingress that may lead to electrical shorting of the connectors and incorrect functioning of critical systems necessary for safe flight and landing.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the NPRM and the FAA's response to each comment.

Support for the NPRM

Air Line Pilots Association, International (ALPA) and two other commenters supported the NPRM.

Request To Revise Resistance Values

Boeing requested that Boeing Alert Service Bulletin 737–24A1148, Revision 1, dated July 10, 2003, which incorrectly specified a maximum electrical bonding resistance of 5 milliohms for aluminum and 10 milliohms for stainless steel, be replaced with Boeing Alert Service Bulletin 737–24A1148, Revision 2, dated September 14, 2020, which updates the maximum allowable resistance values to 3 milliohms for both aluminum and stainless steel, per AWL No. 28–AWL–04, as identified in Subsection G of Boeing Temporary Revision (TR) 09–020, dated March 2008, to the Boeing 737–600/700/800/900 Maintenance Planning Document (MPD), D626A001-Certification Maintenance Requirements (CMR), Revision March 2008. Boeing also advised that operators who have incorporated Boeing Alert Service Bulletin 737–24A1148, Revision 1, dated July 10, 2003, should restore the fuel quantity indicating system (FQIS) aluminum and stainless steel connectors to a maximum resistance of 3 milliohms at the next inspection interval per Boeing Alert Service Bulletin 737–24A1148, Revision 2, dated September 14, 2020. Boeing observed that the maximum allowable resistance values of 5 milliohms (aluminum) and 10 milliohms (stainless steel) specified in Boeing Alert Service Bulletin 737–24A1148, Revision 1, dated July 10, 2003, are greater than the values specified in AWL No. 28–AWL–04, and that the proposed AD is in conflict with